

In Reply  
Refer To:

FASRon-10/ A9

Serial-

UNITED STATES PACIFIC FLEET  
AIR FORCE, PACIFIC FLEET  
FLEET AIRCRAFT SERVICE SQUADRON TEN

c/o Fleet Post Office  
San Francisco, California

4 March 1947

From: Commanding Officer.  
TO : Director of Naval History, Washington, 25, D.C.  
Subject: FASRon-10 Command Narrative - Submittance of.  
References: (a) Sec Nav Ltr Ser C79409 dtd 25 September, 1946.  
(b) Dir Nav History Ltr Ser CL2-46 dtd 7 October 1946.  
Enclosure: (A) FASRon-10 Command Narrative 1 September, 1945  
to 1 October, 1946.

1. In accordance with references (a) and (b), Enclosure  
(A) is forwarded herewith.

*Edward Heck Jr.*  
Edward Heck Jr.

~~CONFIDENTIAL~~

NARRATIVE OF CARRIER AIRCRAFT SERVICE UNIT TWO  
1 September, 1945 to 1 October, 1946

STATUS:

Carrier Aircraft Service Unit TWO was temporarily based at the U.S. Naval Air Station, Barber's Point, Oahu, Territory of Hawaii, during the period 1 September, 1945 and 1 October, 1946. A BuPers Confidential Speedletter dated 31 August, 1944 designated CASU TWO as a 270 plane CASU. ComServPac restricted letter, Ser 61-SUP/thk/Pl6-1, serial 428-1-61 dated 27 March, 1945 further authorized an increase of personnel to 2839 enlisted men and 90 officers. CASU TWO was under the command of Captain V.C.Griffin, USN, on September 1, 1945. He was relieved of command on September 7, 1945 by Lieutenant Commander A.C.Lake, USNR. Commander F.E. Deam assumed command October 27, 1945. Captain S.G. Mitchell assumed command May 18, 1946.

GENERAL ASPECTS:

The abrupt ending of the war found Carrier Aircraft Service Unit TWO operating at its peak with the highest number of personnel assigned to the Command since the commissioning of the unit. It also found the Command with no definite plans for demobilization.

When the first announcement of the point-system was received, a survey of the Service Records of personnel was made and this survey indicated that approximately 1,000 personnel were to be demobilized by the 1st of January, 1946. It was immediately realized that this sudden break-up of CASU TWO would impose particular problems upon the Engineering Department due to upkeep and preservation of excess aircraft and equipment. The Personnel Department was faced with a vast amount of paper-work necessary to transfer the many men eligible for demobilization.

To meet the demobilization demands, the Personnel Department utilized all men who could type, regardless of rate, and went on an eighteen hour working day schedule. This department's work was further complicated by ComAirPac utilizing CASU TWO as a demobilization center for personnel left in the area by Squadrons and Ships of the Fleet.

The Engineering Department lost 80% of its key-personnel. Relatively inexperienced personnel were assigned intricate engineering tasks under close supervision of the few experienced men left. The outcome was such that it required two men to do work previously accomplished by one. The point-system took the men with the most experience - and years of service - leaving

the upkeep, preservation and maintenance of aircraft to a very few regular-navy men and many inexperienced helpers.

The Radar-Electronics Department found itself hard hit due to the inability of helpers to do radio repair. This type of work called for specially trained personnel. This department too, went on an eighteen hour day.

The other CASU TWO departments such as Ordnance, Operations and First Lieutenant found that their work load depreciated as the personnel left and so these departments encountered no outstanding problems.

The personnel losses, month by month, are listed herewith;

<u>Enlisted</u>	<u>Officer</u>	<u>Date</u>
2,314	82	September, 1945
2,047	80	October, 1945
2,022	71	November, 1945
1,550	61	December, 1945
1,395	65	January, 1946
1,593	63	February, 1946
1,314	66	March, 1946
1,171	71	April, 1946
810	68	May, 1946

<u>Enlisted</u>	<u>Officers</u>	<u>Date</u>
573	65	June, 1946
523	49	July, 1946
494	40	August, 1946
461	33	September, 1946
272	30	October, 1946

The sudden losses of men, approximating 200 men monthly, ended in June, 1946, when this Unit began to assume a uniform shrinkage of personnel. During June 1946, less than fifty men were discharged.

To help overcome the difficulties experienced by the loss of experienced personnel, CASU TWO inaugurated a program of job training. For example, whenever an engine was changed, several inexperienced men were assigned in addition to the men needed to accomplish the work and these additional men were instructed by the experienced men in the know-how of an engine change. This job-training was further helped by a film training program. Division officers were required to have their division attend at least two film training classes weekly.

The status of Carrier Aircraft Service Unit TWO on October 1, 1946 was that CASU TWO was awaiting de-commissioning as a CASU and re-formation as a FASRon in accordance with Commander Air Force letter FF12-5/A4-1/11-ctr of 30 September, 1946. (Appendix 1.)

UNITED STATES PACIFIC FLEET  
AIR FORCE, PACIFIC FLEET

FF12-5/A4-1/  
(11-ctr)

9280

30 September, 1946

From: Commander Air Force, Pacific Fleet  
To : Commanding Officer, Carrier Aircraft  
Service Unit TWO

Subject: Fleet Aircraft Service Squadron, Establish-  
ment of.

Reference: (a) CNO Ltr., Serial 26P508 dated 11 July 1946

1. You are hereby directed to decommission Carrier Aircraft Service Unit TWO and commission Fleet Aircraft Service Squadron TEN in accordance with reference (a).

2. Transfer all necessary personnel, records and equipment from Carrier Aircraft Service Unit TWO to Fleet Aircraft Service Squadron TEN.

3. Comply with paragraph 5(e) of reference (a), including Commander in Chief, Pacific Fleet and Commander Air Force, Pacific Fleet, as information addressees

Copy to:  
ComFairWing - 2

W.G. Switzer  
Chief of Staff

Appendix-1